April 9, 2009

Contents

The next release is April 16, '09

Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Division
www.ams.usda.gov/GTR

Contact Us

WEEKLY HIGHLIGHTS

Changes to CSX General Merchandise Supplemental Services Tariff

Starting July 1, 2009, CSX will change its CSXT 8100 Tariff, which includes services like demurrage, switching and diversions. Agricultural commodities, along with several other commodity groups, are covered by this tariff. A change in the unloading of unit trains of covered hoppers, where credits will be reduced from 2 days to 1 day, is of particular interest to agricultural shippers. There will be a new charge for unit train diversions—a fee of $2,000 will be assessed for each unit train of 15 or more cars diverted. In addition, a new $275 charge for private empty car diversions (excluding tank cars) will be levied.

Northern Plains Flooding to Have Lasting Impact

Although there is little or minimal disruption to transportation flow at present, flooding along the Red River is expected to have an impact on agricultural shipments long after the water recedes. BNSF Railway has traffic moving in the region, and is rerouting new traffic. However, it's Red River Bridge near Grand Forks, ND, and its Noyes, MN, interchange with Canadian National railroad is out of service with no expected date of return at this time. The Canadian Pacific Railway (CP) has shut down its subdivision near Noyes, MN, to facilitate the raising of a dike over its right of way. BNSF and CP both acknowledge that grain is the primary shipment over the rail lines affected by the flooding and repair work. However, usually during this time of the year fewer shipments are transported from that region.
.

Corn Inspections Highest Since Last Year and Expected to Continue

For the week ending April 2, total grain inspected at major export regions reached 1.88 million metric tons (mmt), up 2 percent from the previous week but 10 percent below last year. Inspections of corn reached 1.04 mmt, up 24 percent from the past week and the highest since April 3, 2008 (1.10 mmt). **Corn export sales** for the 2 weeks ending March 26 have averaged 1.2 mmt per week. This weekly export sales pace is 43 percent higher than the average weekly pace during the previous 10 weeks since the beginning of 2009. The high pace of weekly corn inspections is expected to continue, based on the March USDA projected marketing year total corn exports of 43.2 mmt.

Safe and Efficient Transportation Act Introduced

On March 30, Representatives Mike Michaud [D-ME] and Jean Schmidt [R-OH] introduced H.R. 1799, the Safe and Efficient Transportation Act, to allow States to authorize six-axle vehicles up to 97,000 pounds on their Interstate systems, and provide for an overweight vehicle tax and trust fund for bridge modifications and repair. The Coalition for Transportation Productivity, with over 60 agricultural and forest products trade associations and company members, asked Congress to allow such vehicles on Interstate highways in order to improve productivity and safety; stem job losses; and reduce vehicle miles traveled, road wear, fuel use, and emissions. Forty-eight States routinely permit heavier axle weights and higher gross vehicle weights for trucks on some highways. Thirty-eight States have grandfather rights or statutory exemptions that allow heavier trucks to operate on portions of their Interstate.

Snapshots by Sector

Rail

U.S. railroads originated 18,649 **carloads of grain** during the week ending March 28, up 1 percent from the previous week, down 25 percent from the same week last year, and 18 percent lower than the 3-year average.

During the week ending April 4, average April **Secondary Railcar Bids/Offers** were $10 under tariff for nonshuttle, $12 higher than last week. Shuttle rates were $209 under tariff, $125 higher than last week.

Ocean

During the week ending April 2, 40 ocean-going **grain vessels** were loaded in the Gulf, down 7 percent from this time last year. Forty-one **vessels** are expected to be loaded in the U.S. Gulf within the next 10 days, down 26

Feature Article/Calendar

Apr. 28-29, '09	Ethanol: The 2009 Market Dynamics	New York, NY	901-766-4513
Apr. 29-May 1, '09	Inland Rivers Ports & Terminals, 2009 Conference	Chicago, IL	504-585-0715
May 4-6, '09	TRB Annual Ports,Waterways, Freight,and Trade Conference	Irvine, CA	www.trb.org
May 5-6, '09	Oklahoma Grain & Feed Association Convention	Oklahoma City, OK	580-233-9516
May 12-13, '09	National Grain and Feed 2009 Ag Transportation Symposium	Kansas City, MO	202-289-0873
May 27, '09	North American Rail Shippers Association Meeting	Chicago, IL	972-690-4740
June 4-5, '09	22nd Annual AgTC Meeting	San Francisco, CA	202-783-3333
June 6-7, '09	American Railway Development Association Annual Meeting	Annapolis, MD	484-467-1414
June 9, '09	The International Grains Council Conference	London, England	+44 20-7513-1122
June 11-12, '09	Oil and Oilseed Innovation Asia 2009	Bejing, China	+86 10-5900-0971/72
June 15-18, '09	International Fuel Ethanol Workshop/Expo	Denver, CO	817-297-4668
June 17-18, '09	50th Annual Corn Dry Milling Conference	Peoria, IL	208-484-2200
June 25-28, "09	Georgia Feed and Grain Annual Convention	Porte Vedra Beach, FI	404-256-4403
June 29-30, "09	Annual Convention Pacific Northwest Grain & Feed Association	Chelan,Washington	1-800-553-8225
July 12-14, "09	8th Annual Southern Feed and Grain Association	Destin, FL	256-775-0111
Aug. 6-7, 2009	Mississippi State University Biofuels Conference	Jackson, MS	622-325-0479
Aug. 11-13, 2009	American Coalition for Ethanol Annual Conference	Milwaukee, WI	605-334-3389

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean	
Week ending				Gulf	Pacific
04/08/09	150	73	141	168	121
04/01/09	149	74	138	179	142

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = nearby secondary rail market ($/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

[2]The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	4/3/2009	3/27/2009
Corn	IL--Gulf	-0.58	-0.58
Corn	NE--Gulf	-0.60	-0.63
Soybean	IA--Gulf	-1.04	-1.08
HRW	KS--Gulf	-1.20	-1.17
HRS	ND--Portland	-1.51	n/a

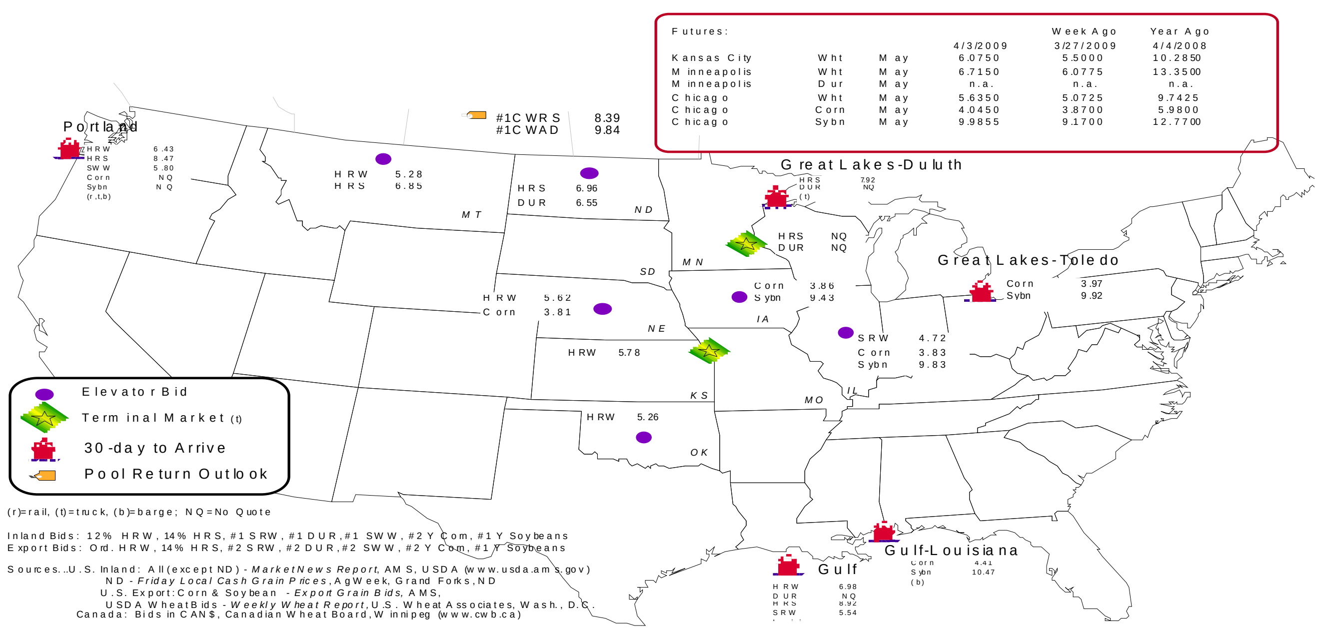
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf [2]	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
4/01/2009[p]	332	739	546	3,352	705	5,674
3/25/2009[r]	125	685	876	4,022	728	6,436
2009 YTD	11,123	12,831	10,572	44,481	8,508	87,515
2008 YTD	19,703	33,681	7,207	70,930	14,330	145,851
2009 YTD as % of 2008 YTD	56	38	147	63	59	60
Last 4 weeks as % of 20078[3]	24	37	145	57	59	52
Last 4 weeks as % of 4-year avg.[3]	30	45	73	73	113	64
Total 2008	68,768	107,542	37,728	255,852	33,028	502,918
Total 2007	62,169	113,730	40,725	227,970	31,369	475,963

[1] Data is incomplete as it is voluntarily provided; [2] Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; [3] Compared with same 4-weeks in 2007 and prior 4-year average.

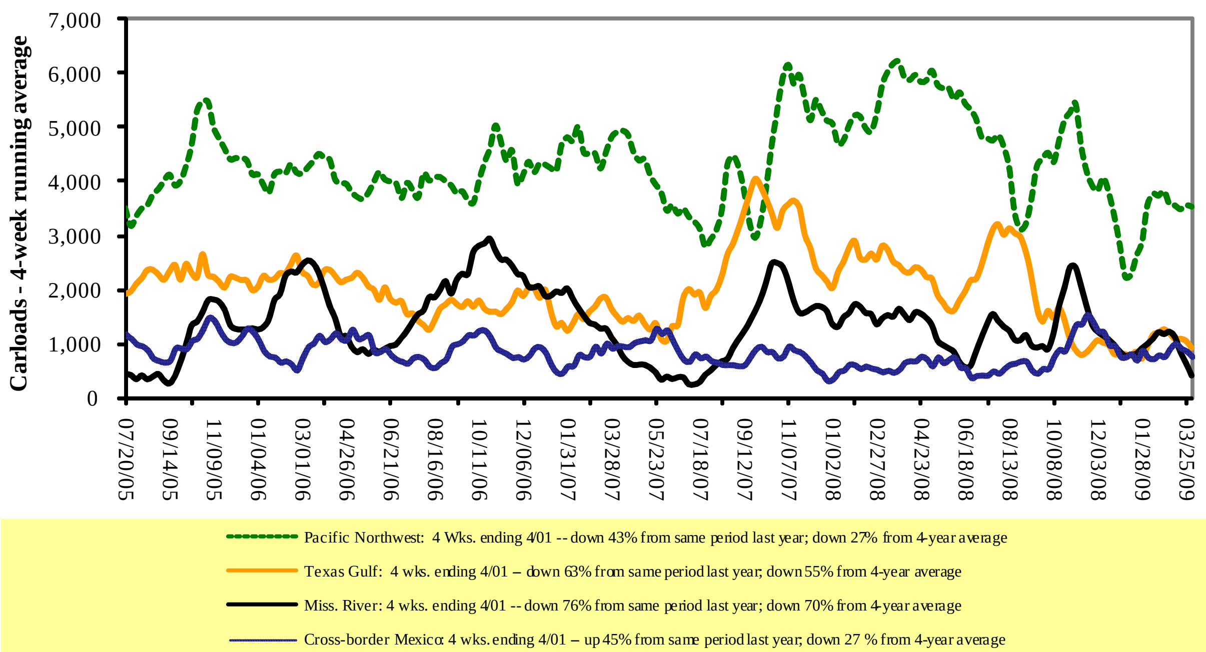
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 35 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

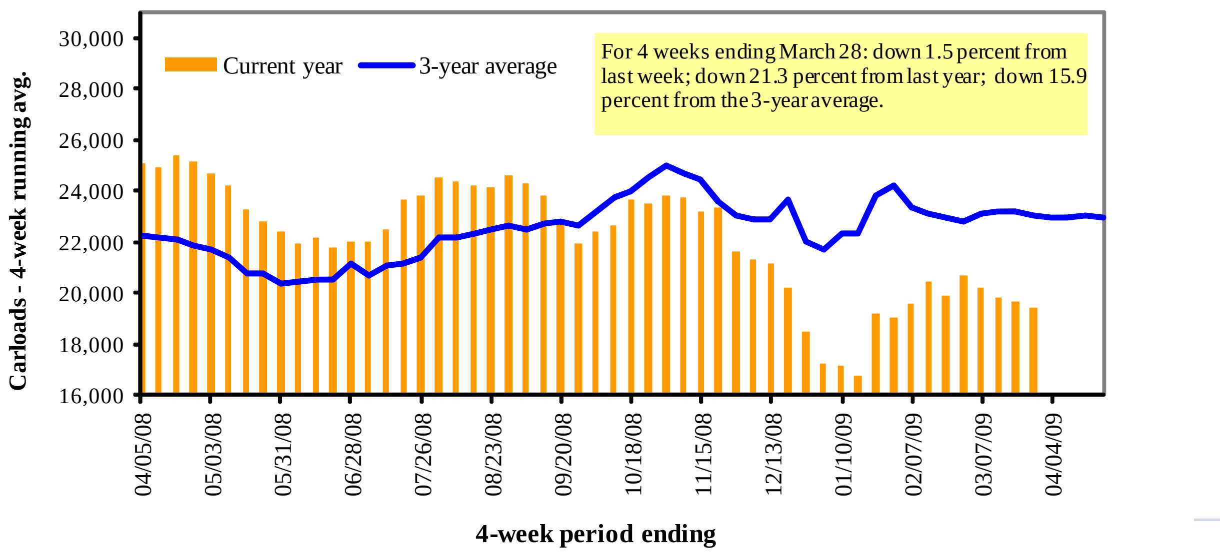
	East		West			U.S. total	Canada	
Week ending	CSXT	NS	BNSF	KCS	UP		CN	CP
03/28/09	2,598	2,332	8,164	696	4,859	18,649	3,620	4,608
This week last year	2,903	2,702	10,977	757	6,093	23,432	3,958	3,130
2009 YTD	28,664	30,482	110,033	8,557	58,877	236,613	51,730	64,231
2008 YTD	36,069	36,155	141,084	8,681	80,484	302,473	52,891	50,909
2009 YTD as % of 2008 YTD	79	84	78	99	73	78	98	126
Last 4 weeks as % of 2008[1]	91	80	77	100	69	77	101	142
Last 4 weeks as % of 3-yr avg.[1]	86	76	85	113	81	83	95	129
Total 2008	136,143	162,177	573,285	37,822	323,104	1,232,531	226,849	220,714

[1]As a percent of the same period in 2008 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Rail Car Auction Offerings[1] ($/car)[2]

Week ending	Delivery period							
4/4/2009	Apr-09	Apr-08	May-09	May-08	Jun-09	Jun-08	Jul-09	Jul-08
BNSF[3]								
COT grain units	no offer	0	0	0	no bids	0	11	no offer
COT grain single-car[5]	no offer	0 . . 75	no bids	0	0	1	0 . . 8	no offer
UP[4]								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no offer	no offer	no offer
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no offer	no offer	no offer

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

[3]BNSF - COT = Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

[5]Range is shown because average is not available. Not available = n/a.

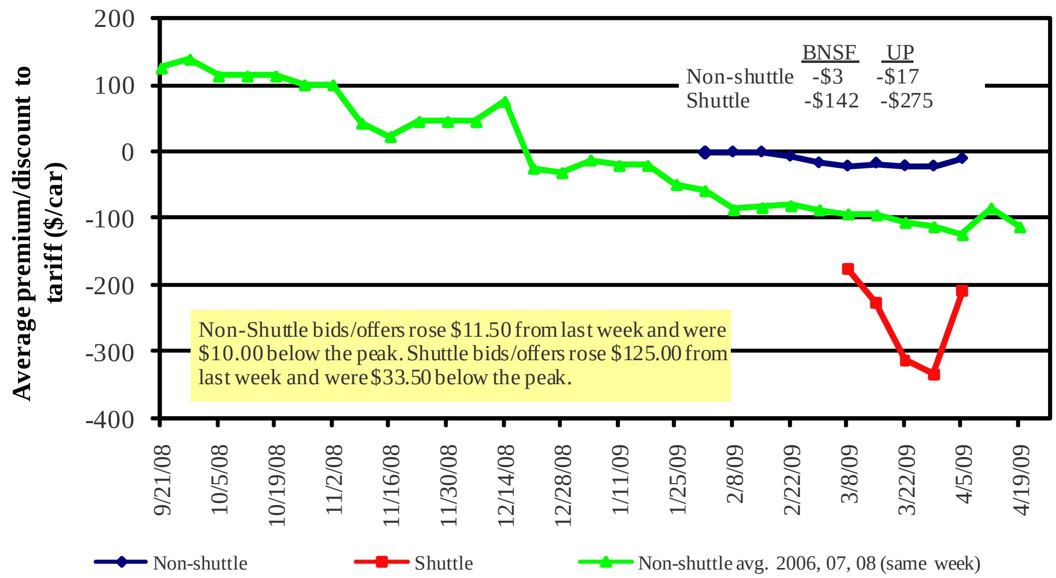
Source: Transportation & Marketing Programs/AMS/USDA.

Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Bids/Offers for Railcars to be Delivered in April 2009, Secondary Market

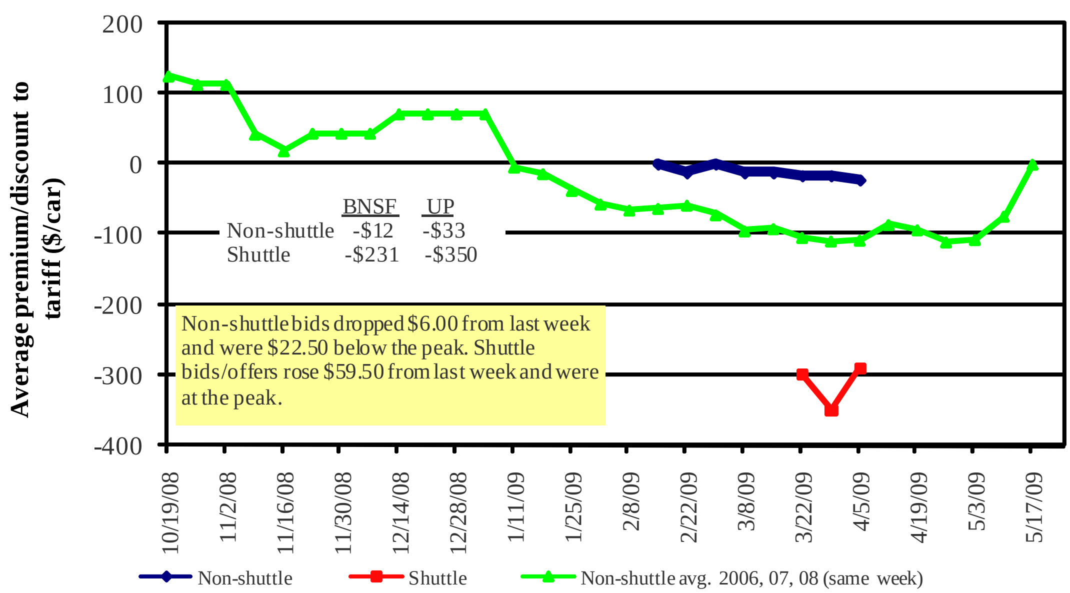


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in May 2009, Secondary Market

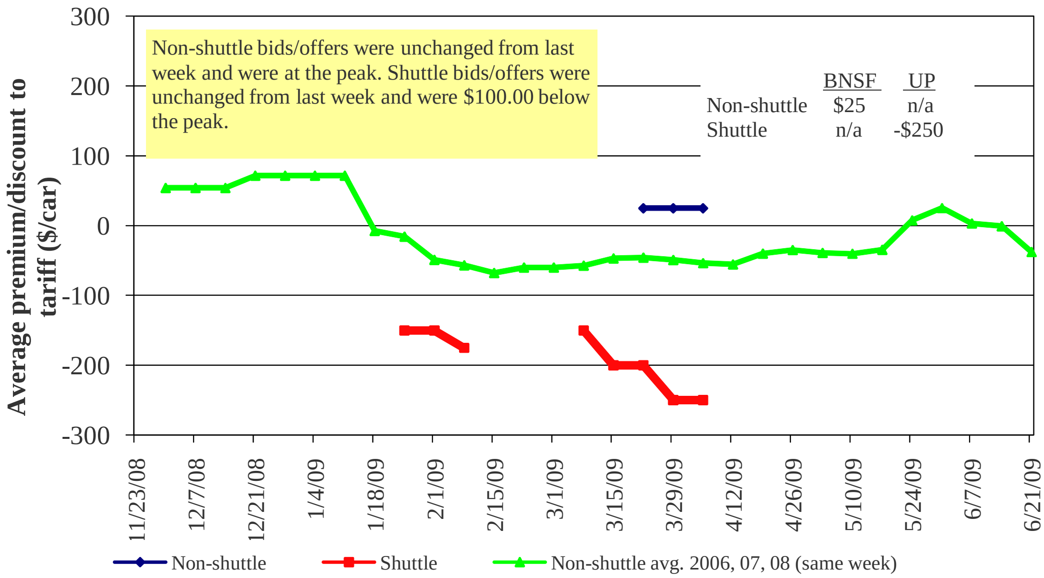


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in June 2009, Secondary Market



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Rail Car Market ($/car)[1]

Week ending	Delivery period					
4/4/2009	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09
Non-shuttle						
BNSF-GF	-3	-12	25	25	n/a	n/a
Change from last week	7	-12	0	0	n/a	n/a
Change from same week 2008	9	11	50	n/a	n/a	n/a
UP-Pool	-17	-33	n/a	n/a	n/a	n/a
Change from last week	16	0	n/a	n/a	n/a	n/a
Change from same week 2008	108	80	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	-142	-231	n/a	n/a	n/a	n/a
Change from last week	125	n/a	n/a	n/a	n/a	n/a
Change from same week 2008	84	n/a	n/a	n/a	n/a	n/a
UP-Pool	-275	-350	-250	n/a	n/a	-63
Change from last week	125	0	0	n/a	n/a	n/a
Change from same week 2008	-125	n/a	-75	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 4/6/2009	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train[1]							
Wheat	Chicago, IL	Albany, NY	$2,522	$0	$27.80	$0.76	0
	Kansas City, MO	Galveston, TX	$2,528	$0	$27.87	$0.76	-1
	South Central, KS	Galveston, TX	$3,395	$168	$39.28	$1.07	6
	Minneapolis, MN	Houston, TX	$3,539	$341	$42.77	$1.16	-3
	St. Louis, MO	Houston, TX	$3,305	$0	$36.43	$0.99	6
	South Central, ND	Houston, TX	$5,268	$379	$62.25	$1.69	13
	Minneapolis, MN	Portland, OR	$3,940	$415	$48.00	$1.31	-9
	South Central, ND	Portland, OR	$3,940	$341	$47.18	$1.28	-7
	Northwest, KS	Portland, OR	$4,840	$454	$58.35	$1.59	-5
	Chicago, IL	Richmond, VA	$2,557	$44	$28.67	$0.78	-2
Corn	Chicago, IL	Baton Rouge, LA	$3,128	$0	$34.48	$0.88	-11
	Council Bluffs, IA	Baton Rouge, LA	$3,223	$0	$35.53	$0.90	-5
	Kansas City, MO	Dalhart, TX	$3,284	$123	$37.55	$0.95	-2
	Minneapolis, MN	Portland, OR	$3,580	$415	$44.03	$1.12	-7
	Evansville, IN	Raleigh, NC	$3,008	$43	$33.63	$0.85	1
	Columbus, OH	Raleigh, NC	$2,897	$37	$32.35	$0.82	3
	Council Bluffs, IA	Stockton, CA	$5,390	$448	$64.35	$1.63	-7
Soybeans	Chicago, IL	Baton Rouge, LA	$3,178	$0	$35.03	$0.95	-11
	Council Bluffs, IA	Baton Rouge, LA	$3,192	$0	$35.19	$0.96	-7
	Minneapolis, MN	Portland, OR	$4,360	$415	$52.63	$1.43	-6
	Evansville, IN	Raleigh, NC	$3,008	$43	$33.63	$0.92	1
	Chicago, IL	Raleigh, NC	$3,608	$53	$40.36	$1.10	-1
Shuttle Train							
Wheat	St. Louis, MO	Houston, TX	$2,642	$0	$29.12	$0.79	6
	Minneapolis, MN	Portland, OR	$3,540	$415	$43.59	$1.19	-12
Corn	Fremont, NE	Houston, TX	$2,520	$251	$30.54	$0.78	-8
	Minneapolis, MN	Portland, OR	$3,348	$415	$41.48	$1.05	-12
Soybeans	Council Bluffs, IA	Houston, TX	$2,787	$243	$33.40	$0.91	-4
	Minneapolis, MN	Portland, OR	$3,502	$415	$43.17	$1.18	-12

[1]A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 100 short tons (90.72 metric tons): corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Effective date: 4/6/2009

Commodity	Origin state	Destination region	Tariff rate/car[1]	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Wheat	MT	Chihuahua, CI	$5,896	$1,383	$74.37	$2.02	11
	OK	Cuautitlan, EM	$5,360	$1,198	$67.00	$1.82	16
	KS	Guadalajara, JA	$5,830	$1,260	$72.44	$1.97	13
	TX	Salinas Victoria, NL	$2,984	$434	$34.93	$0.95	13
Corn	IA	Guadalajara, JA	$6,395	$1,456	$80.22	$2.18	4
	SD	Penjamo, GJ	$6,300	$1,809	$82.86	$2.25	5
	NE	Queretaro, QA	$6,167	$1,333	$76.62	$2.08	11
	SD	Salinas Victoria, NL	$4,740	$1,375	$62.48	$1.70	12
	MO	Tlalnepantla, EM	$5,364	$1,298	$68.07	$1.85	8
	SD	Torreon, CU	$5,310	$1,515	$69.74	$1.90	6
Soybeans	MO	Bojay (Tula), HG	$5,819	$1,262	$72.35	$1.97	3
	NE	Guadalajara, JA	$6,200	$1,447	$78.13	$2.12	2
	IA	Penjamo (Celaya), GJ	$6,050	$1,798	$80.19	$2.18	2
	KS	Torreon, CU	$5,040	$975	$61.46	$1.67	3
Sorghum	OK	Cuautitlan, EM	$4,309	$1,373	$58.06	$1.58	12
	TX	Guadalajara, JA	$4,800	$1,177	$61.07	$1.66	19
	NE	Penjamo, GJ	$6,225	$1,337	$77.27	$2.10	8
	KS	Queretaro, QA	$5,468	$968	$65.76	$1.79	9
	NE	Salinas Victoria, NL	$4,377	$967	$54.61	$1.48	10
	NE	Torreon, CU	$5,130	$1,101	$63.67	$1.73	7

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

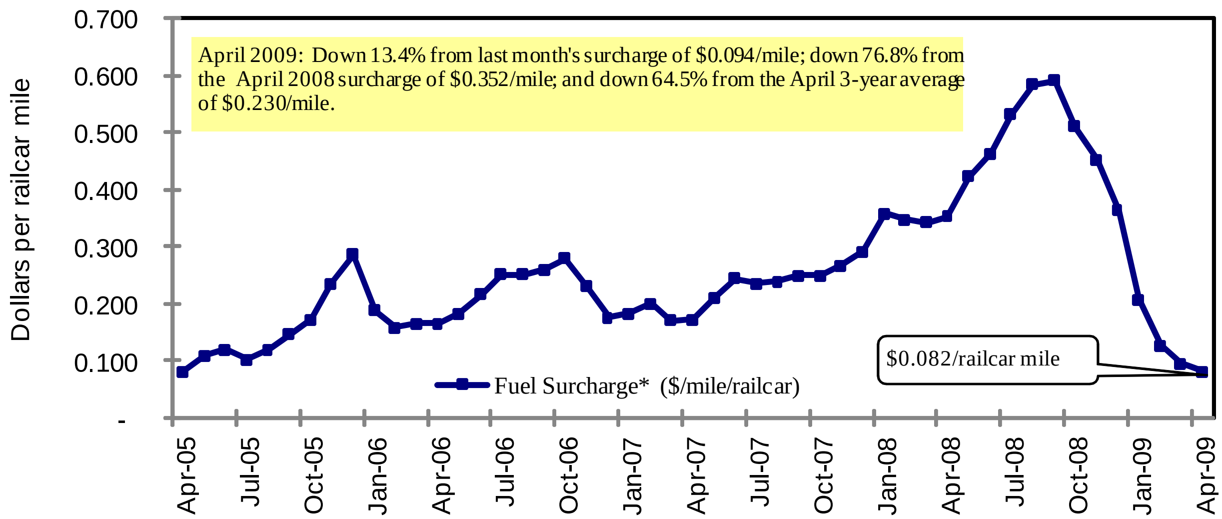
[2]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



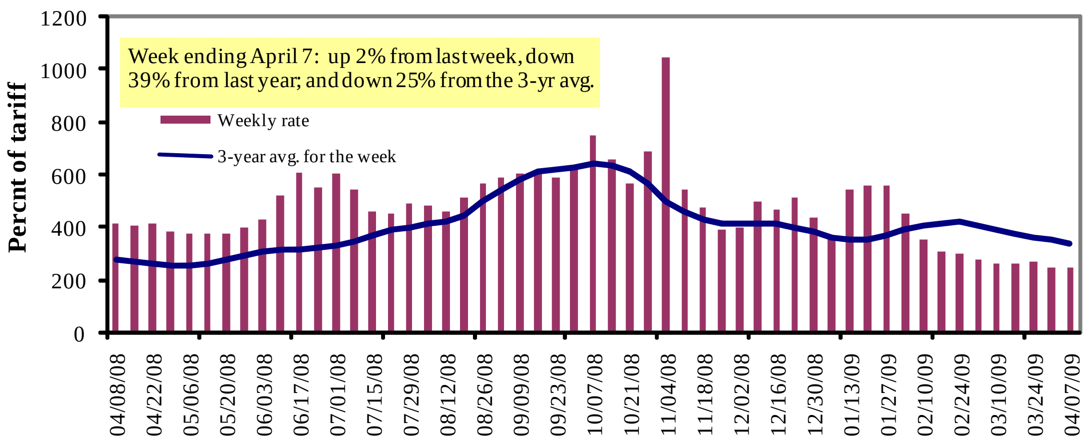
[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Mileage-based fuel surcharges from December 2004 through March 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

Sources: www.bnsf.com, www.cn.ca, www8.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	4/7/2009	319	276	253	201	210	210	186
	3/31/2009	320	275	249	203	208	208	188
$/ton	4/7/2009	19.73	14.68	11.74	8.02	9.85	8.48	5.85
	3/31/2009	19.81	14.63	11.54	8.08	9.77	8.42	5.91
Current week % change from the same week:								
	Last year	-	-38	-39	-37	-46	-47	-38
	3-year avg. [2]	-	-26	-25	-25	-28	-28	-22
Rate[1]	May	306	272	255	210	213	213	189
	July	334	296	294	250	251	251	236

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds.

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9

Benchmark tariff rates

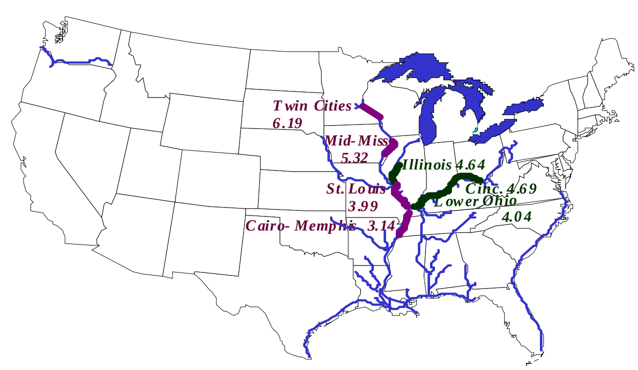
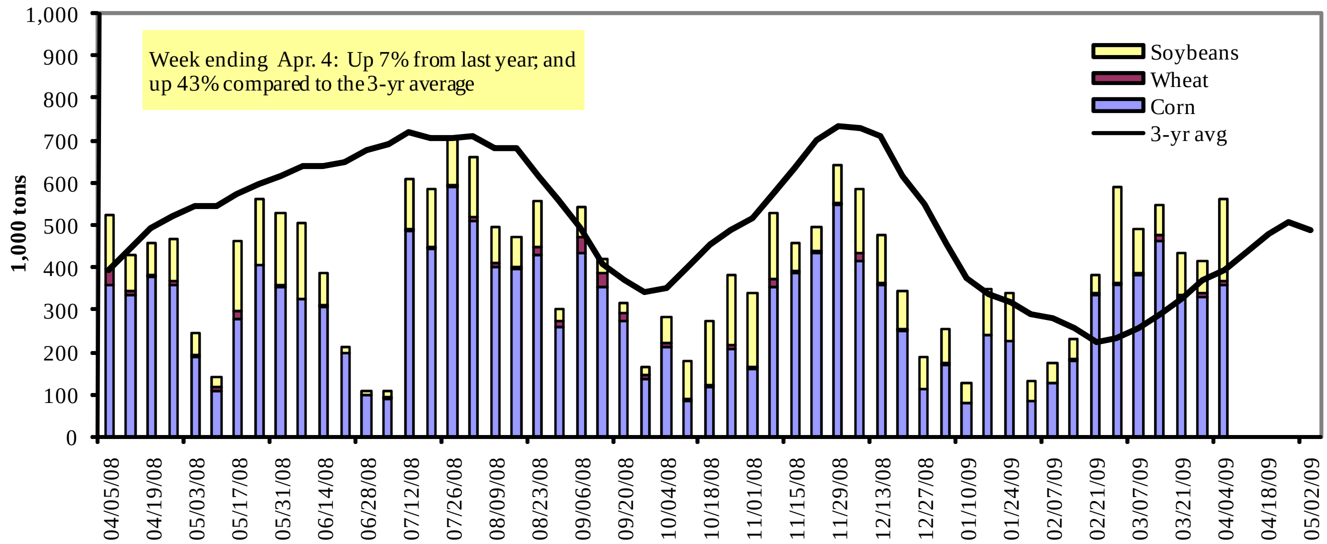


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Table 10

Barge Grain Movements (1,000 tons)

Week ending 4/04/2009	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	79	0	78	0	157
Winfield, MO (L25)	194	5	134	0	333
Alton, IL (L26)	350	9	171	0	530
Granite City, IL (L27)	361	9	191	0	561
Illinois River (L8)	127	5	39	0	171
Ohio River (L52)	71	11	41	15	138
Arkansas River (L1)	0	6	10	3	18
Weekly total - 2009	432	26	242	18	717
Weekly total - 2008	508	40	168	12	728
2009 YTD[1]	5,156	267	2,567	94	8,084
2008 YTD	5,095	221	2,014	182	7,512
2009 as % of 2008 YTD	101	121	127	51	108
Last 4 weeks as % of 2008[2]	111	180	126	72	116
Total 2008	18,783	1,542	7,062	453	27,840

[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

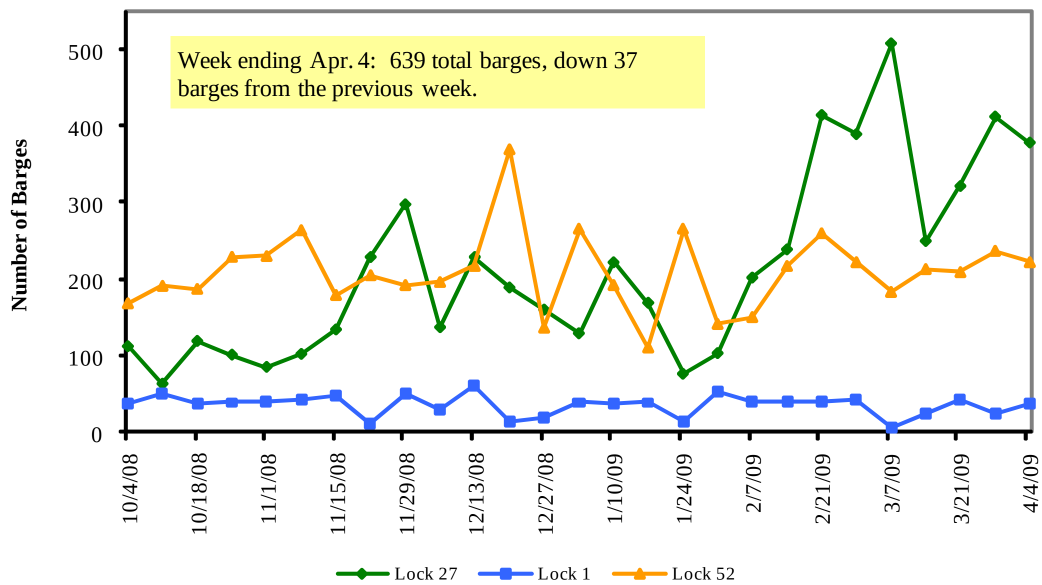
[2] As a percent of same period in 2008.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Figure 11

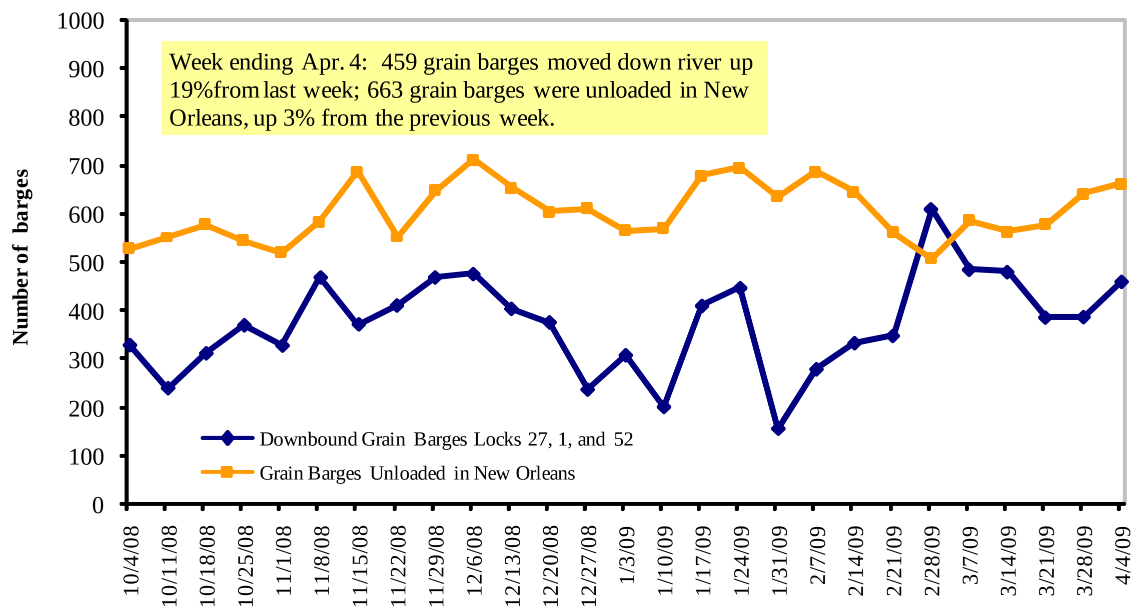
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



Source: U.S. Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 4/6/2009 (US$/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.279	-0.002	-1.726
	New England	2.429	0.005	-1.692
	Central Atlantic	2.419	0.020	-1.723
	Lower Atlantic	2.205	-0.013	-1.731
II	Midwest[2]	2.178	0.002	-1.739
III	Gulf Coast[3]	2.210	0.007	-1.684
IV	Rocky Mountain	2.213	0.067	-1.761
V	West Coast	2.311	0.029	-1.741
	California	2.335	0.038	-1.783
Total	U.S.	2.228	0.007	-1.727

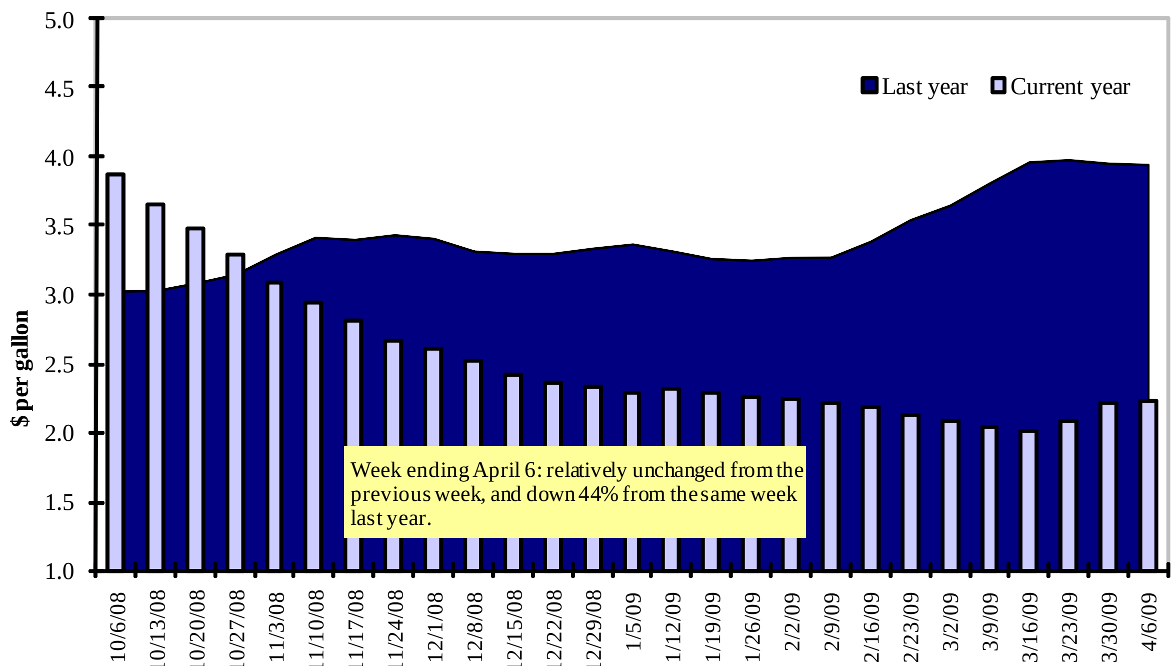
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
3/26/2009	1,010	486	965	709	66	3,236	9,657	3,955	16,848
This week year ago	2,557	914	1,052	627	53	5,203	15,871	4,381	25,455
Cumulative exports-marketing year[2]									
2008/09 YTD	10,115	4,541	4,469	2,677	365	22,167	23,310	25,144	70,621
2007/08 YTD	11,318	4,826	6,931	3,652	980	27,706	37,651	22,716	88,073
YTD 2008/09 as % of 2007/08	89	94	64	73	37	80	62	111	80
Last 4 wks as % of same period 2007/08	44	69	89	116	143	67	59	96	67
2007/08 Total	13,709	5,568	7,842	4,191	1,075	32,385	59,666	30,411	122,462
2006/07 Total	6,800	3,866	6,480	4,996	761	22,902	53,799	30,261	106,962

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year now in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

Top 5 Importers[1] of U.S. Corn

Week ending 03/26/09	**Total Commitments**[2]		**% change**	**Exports**[3]
	2008/09	**2007/08**	**current MY**	
	Current MY	**Last MY**	**from last MY**	**2007/08**
	- 1,000 mt -			- 1,000 mt -
Japan	11,169	12,650	(12)	15,294
Mexico	5,807	7,538	(23)	8,767
Korea[4]	3,774	8,110	(53)	8,621
Taiwan	2,396	3,216	(25)	3,476
Egypt	1,230	2,946	(58)	3,309
Top 5 importers	**24,376**	**34,460**	**(29)**	**39,467**
Total US corn export sales	**32,967**	**53,522**	**(38)**	**61,870**
% of Projected	76%	87%		
Change from Last Week	1,251	699		
Top 5 importers' share of U.S. corn export sales	74%	64%		
USDA forecast, March 2009	**43,180**	**61,870**	**(30)**	
Corn Use for Ethanol USDA forecast, March 2009	**93,980**	**76,861**	**22**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3]FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

[4] Not included - FAS Press Release: 110,000 mt on 03/27 to Korea for 2008/09.

Table 14

Top 5 Importers[1] of U.S. Soybeans

Week ending 03/26/09	Total Commitments[2] 2008/09 Current MY	2007/08 Last MY	% change current MY from last MY	Exports[3] 2007/08
	- 1,000 mt -			- 1,000 mt -
China	16,701	12,091	38	13,354
Mexico	2,209	3,055	(28)	3,575
Japan	2,207	2,402	(8)	2,710
EU-25	2,173	3,445	(37)	3,896
Taiwan	1,261	1,393	(9)	1,728
Top 5 importers	**24,550**	**22,385**	**10**	**25,262**
Total US soybean export sales	**29,098**	**27,097**	**7**	
% of Projected	90%	86%		
Change from last week	600	185		
Top 5 importers' share of U.S. soybean export sales	84%	83%		
USDA forecast, March 2009	**32,250**	**31,600**	**2**	
Soybean Use for Biodiesel USDA forecast, March 2009	**5,275**	**7,148**	**(26)**	

(n) indicates negative number.

[1]Based on FAS 2006/07 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 15

Top 10 Importers[1] of All U.S. Wheat

Week ending 03/26/09	Total Commitments[2] 2008/09 Current MY	2007/08 Last MY	% change current MY from last MY	Exports[3] 2007/08
	- 1,000 mt -			- 1,000 mt -
Japan	2,984	3,341	(11)	3,319
Egypt	1,923	3,071	(37)	3,276
Nigeria	2,473	2,396	3	2,597
Mexico	2,439	2,601	(6)	2,568
Iraq	1,205	2,312	(48)	1,964
Phililppines	1,458	1,686	(13)	1,538
Korea, South	1,136	1,596	(29)	1,509
Indonesia	613	1,031	(41)	1,093
Taiwan	710	1,062	(33)	1,068
Venezuela	536	945	(43)	997
Top 10 importers	**15,476**	**20,040**	**(23)**	**19,930**
Total US wheat export sales	**25,402**	**32,909**	**(23)**	**34,400**
% of Projected	95%	96%		
Change from last week	284	267		
Top 10 importers' share of U.S. wheat export sales	61%	61%		
USDA forecast, March 2009	**26,670**	**34,400**	**(22)**	

(n) indicates negative number.

[1]Based on FAS 2007/08 Marketing Year Ranking Reports (except Algeria) - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 04/02/09	2009 YTD[1]	2008 YTD[1]	2009 YTD as % of 2008 YTD	Last 4-weeks as % of 2008	Last 4-weeks as % of 3-yr. avg.	Total[1] 2008
Pacific Northwest							
Wheat	243	2,416	3,427	70	88	98	10,508
Corn	216	1,791	3,264	55	52	68	12,641
Soybeans	100	2,714	3,140	86	98	97	9,478
Total	**559**	**6,921**	**9,831**	**70**	**74**	**86**	**32,626**
Mississippi Gulf							
Wheat	63	1,116	1,242	90	127	158	6,321
Corn	763	7,298	10,040	73	91	98	28,497
Soybeans	294	6,778	5,847	116	96	117	16,295
Total	**1,120**	**15,192**	**17,129**	**89**	**95**	**109**	**51,113**
Texas Gulf							
Wheat	60	1,306	2,026	64	63	93	9,852
Corn	59	526	836	63	114	100	1,516
Soybeans	0	464	92	505	214	442	178
Total	**119**	**2,296**	**2,954**	**78**	**79**	**104**	**11,545**
Great Lakes							
Wheat	0	0	52	1	0	0	831
Corn	0	0	12	0	na	0	294
Soybeans	0	0	6	0	0	0	315
Total	**0**	**0**	**69**	**1**	**0**	**0**	**1,439**
Atlantic							
Wheat	78	162	209	78	99	115	891
Corn	0	32	391	8	8	13	576
Soybeans	3	423	255	166	406	638	605
Total	**81**	**618**	**855**	**72**	**121**	**165**	**2,073**
U.S. total from ports[2]							
Wheat	444	5,000	6,904	72	86	107	28,402
Corn	1,038	9,647	14,542	66	79	90	43,523
Soybeans	398	10,380	9,340	111	103	119	26,871
Total	**1,880**	**25,028**	**30,786**	**81**	**87**	**101**	**98,796**

[1] Includes weekly revisions, some regional totals may not add exactly due to rounding.

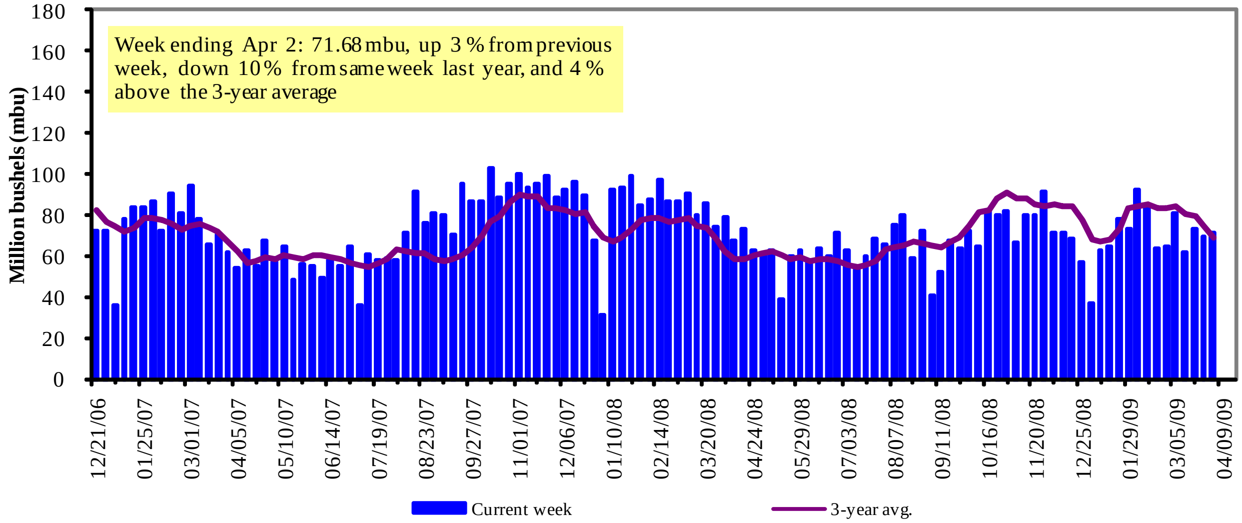
[2] Total includes only port regions shown above

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 57 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2008.

Figure 14

U.S. grain inspected for export (wheat, corn, and soybeans)

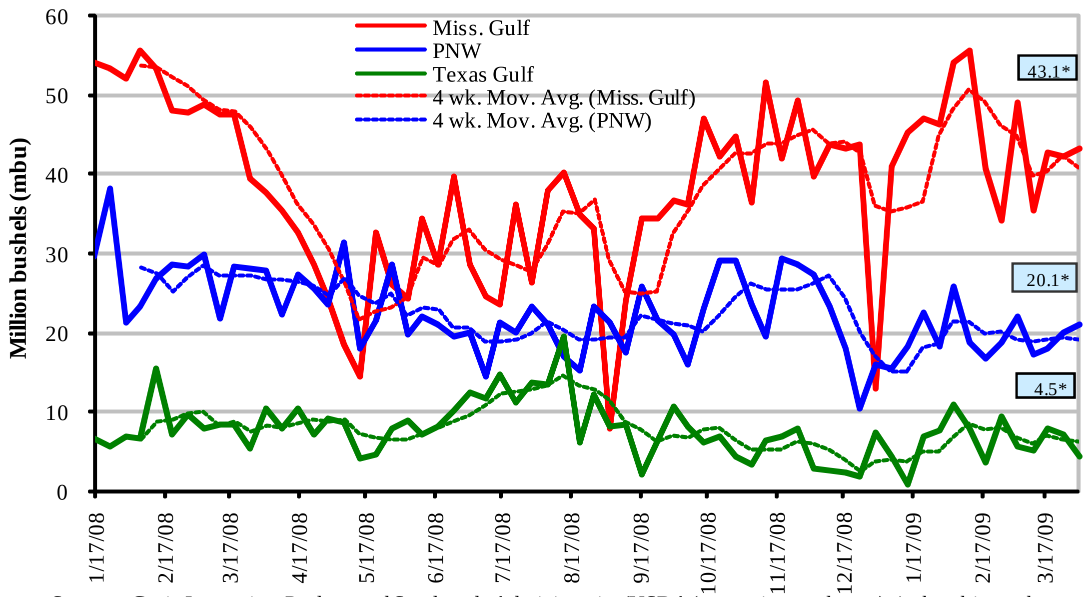


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

Weekly U.S. Grain Inspections: U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); *mbu, this week.

Apr 2: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 2	down 38	down 4	up 5
Last year (same week)	up 15	down 57	down 1	down 25
3-yr avg. (4-wk mov. avg.)	up 14	down 28	up 8	down 9

Ocean Transportation

Table 17

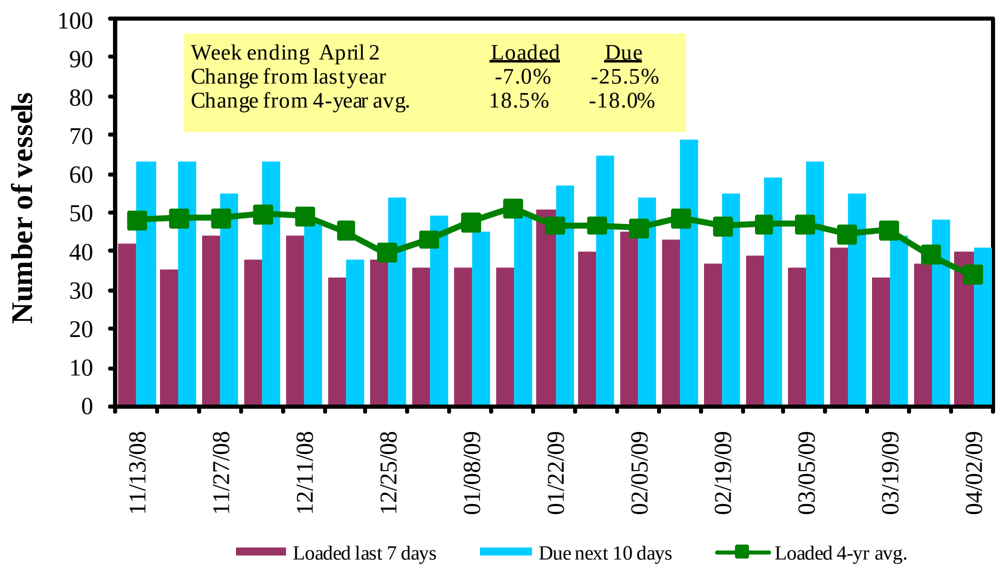
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
4/2/2009	25	40	41	10	12
3/26/2009	27	37	48	14	10
2008 range	(15..55)	(27..61)	(39..87)	(2..16)	(0..15)
2008 avg.	35	42	61	10	7

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf[1] Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA
[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan

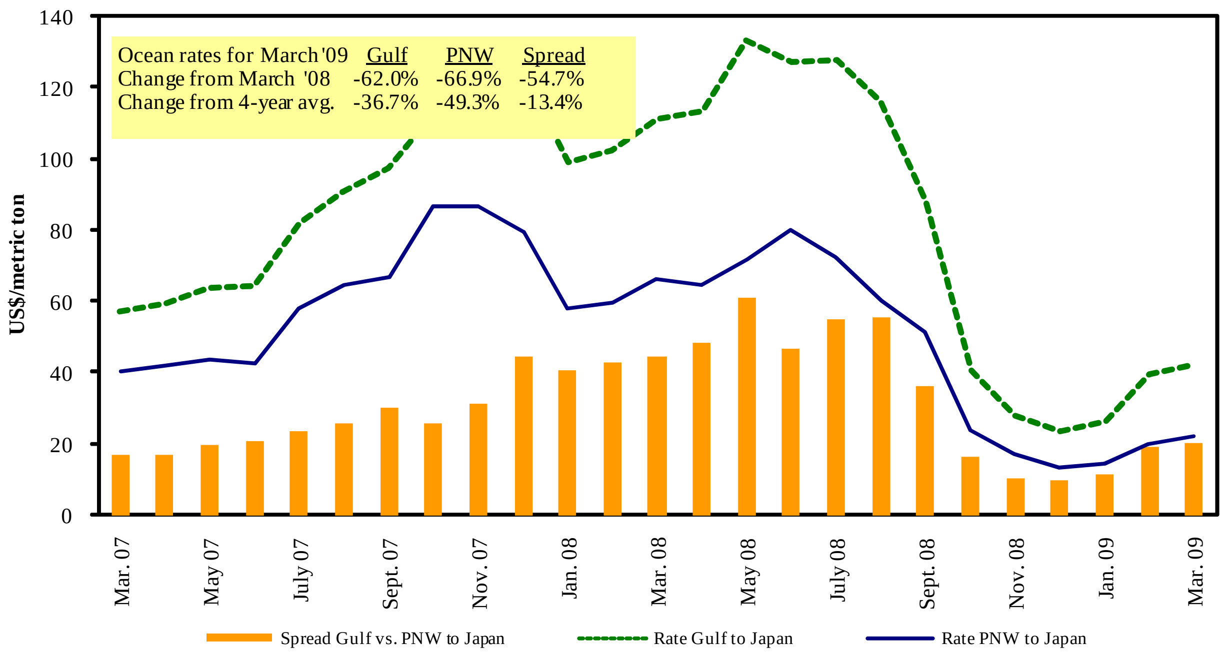


Table 18

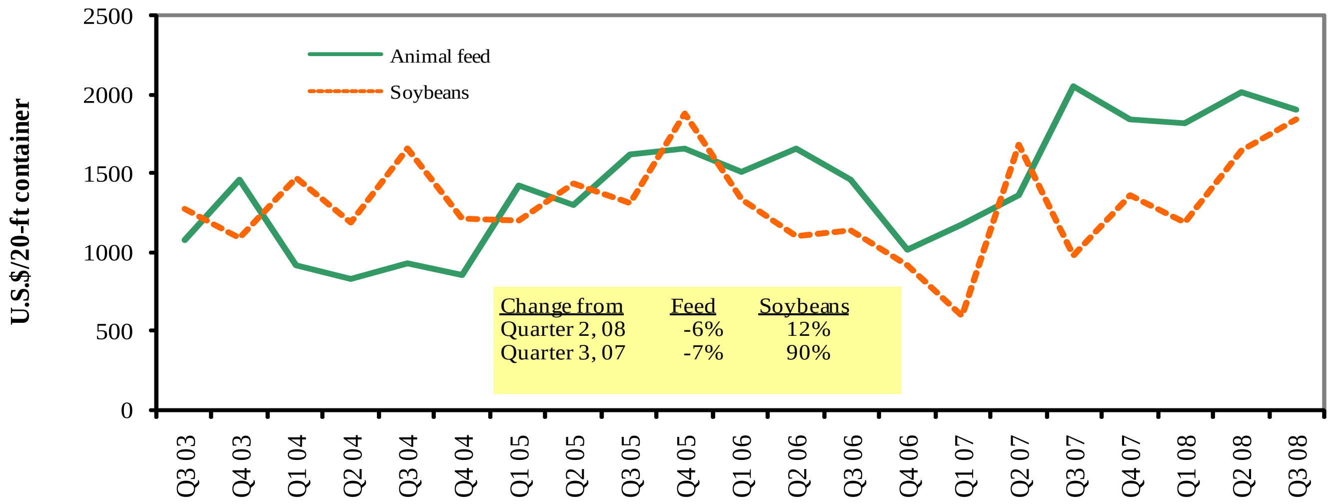
Ocean Freight Rates For Selected Shipments, Week Ending 4/4/2009

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Hvy Grain	Feb 1/10	55,000	23.75
U.S. Gulf	China	Hvy Grain	Jan 5/15	55,000	21.00
U.S. Gulf	China	Hvy Grain	Jan 1/5	55,000	21.00
U.S. Gulf	China	Hvy Grain	Jan 1/5	55,000	21.00
U.S. Gulf	Russia	Hvy Grain	Feb 25/Mar 5	25,000	30.50
U.S. Gulf	Haiti[1]	Wheat	Apr 17/20	7,100	68.95
U.S. Gulf	Egypt Mediterranean	Hvy Grain	Jan 14/18	60,000	12.15
Brazil	China	Grain	Mar 20/30	80,000	32.50
Brazil	Continent	Soybeans	Apri 5/8	60,000	18.00
Brazil	Morocco	Maize	Feb 3/8	22,500	22.50
Brazil	Greece	Soybeans	Feb 18/16	24,000	24.00
France	Algeria	Wheat	Mar 5/10	25,000	27.00
River Plate	Algeria	Maize	Apr 5/10	30,000	30.00
River Plate	Algeria	Soybean Meal	Apr 8/10	22,000	39.00
River Plate	China	Hvy Grain	Mar	60,000	32.50
River Plate	China	Hvy Grain	Apr	60,000	32.50
River Plate	Libya	Soybean meal	Mar 1/14	15,000	51.00
River Plate	Morocco	Maize	Feb 1/5	25,000	35.50
River Plate	Poland	Meals	Apr 1/5	30,000	36.00
Uruguay	Libya	Maize	Feb 25/28	20,000	27.00

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

Figure 18

Ocean Rates[1] for Containerized Shipments to Selected Asian Countries



[1]Rates are weighted by shipping line market share and destination country. Rates provided are publicly filed tariff rates, not those negotiated in a confidential service contract.

Countries include: Animal Feed: Bangkok-Thailand (3%), Busan-Korea (25%), Hong Kong (9%), Kaohsiung/Keelung-Taiwan (55%), Tokyo-Japan (8%). Soybeans: Kaohsiung/Keelung-Taiwan (97%), Tokyo-Japan (2%)

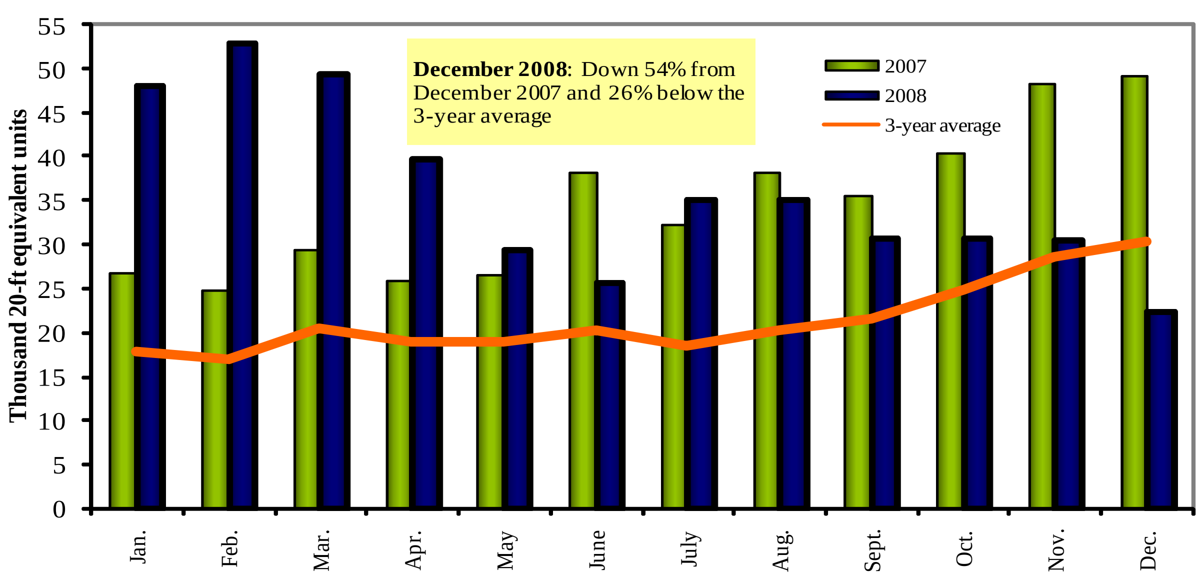
Source: Ocean Rate Bulletin, Quarter 3, 2008, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2007, containers were used to transport 5 percent of total U.S. waterborne grain exports, and 9 percent of U.S. grain exports to Asia.

Figure 19

Monthly Shipments of Containerized Grain to Asia



Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

Contacts and Links

Contact Information

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 690-1328
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 720-1378
Daniel Nibarger	daniel.nibarger@ams.usda.gov	(202) 690-0152
Weekly Highlight Editors		
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 720-8264
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 690-1328
April Taylor	april.taylor@ams.usda.gov	(202) 295-7374
Daniel Nibarger	daniel.nibarger@ams.usda.gov	(202) 690-0152
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 690-1328
Rail		
Marvin Prater	marvin.prater@ams.usda.gov	(202) 690-6290
Johnny Hill	johnny.hill@ams.usda.gov	(202) 720-4211
Daniel Nibarger	daniel.nibarger@ams.usda.gov	(202) 690-0152
Barge Transportation		
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690-0331
April Taylor	april.taylor@ams.usda.gov	(202) 295-7374
Truck Transportation		
April Taylor	april.taylor@ams.usda.gov	(202) 295-7374
Grain Exports		
Johnny Hill	johnny.hill@ams.usda.gov	(202) 720-4211
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 720-8264
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@ams.usda.gov	(202) 690-1328
April Taylor (Container rates)	april.taylor@ams.usda.gov	(202) 295-7374

Subscription Information: Send relevant information to **GTRContactUs@ams.usda.gov** for an electronic copy *(printed copies are also available upon request)*.

Related Websites

Ocean Rate Bulletin